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FISCAL IMPACT STATEMENT

LS 6349

BILL NUMBER: HB 1318

NOTE PREPARED: Dec 18, 2006

BILL AMENDED:

SUBJECT: Motor Scooters and Motorized Bicycles.

FIRST AUTHOR: Rep. Neese

BILL STATUS: As Introduced

FIRST SPONSOR:

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill has the following provisions:

- (1) effective January 1, 2008, the owner of a motor scooter or motorized bicycle is required to: (A) receive a certificate of title from; and (B) be registered with the Bureau of Motor Vehicles (BMV);
- (2) provides for a fee for the certificate of title and registration;
- (3) provides that an individual who operates a motor scooter or motorized bicycle must possess a motorcycle operator's license, a license endorsement for the operation of a motorcycle, or certain learner's permits;
- (4) repeals and relocates statutory language concerning certain requirements for the operation of a motor scooter or motorized bicycle;
- (5) adds language concerning the operation of a motor scooter or motorized bicycle;
- (6) provides that certain violations of motor vehicle laws when using a motor scooter or motorized bicycle are considered in determining if a person is a habitual violator of traffic laws;
- (7) requires proof of financial responsibility before a motor scooter or motorized bicycle may be operated; and;
- (8) makes conforming amendments.

Effective Date: July 1, 2007.

Explanation of State Expenditures: (1) Requiring registration and a certificate of title for motor scooters or motorized bicycles may increase associated expenditures for the BMV. The BMV does not register or title these items currently. The fund affected is the Motor Vehicle Highway Account, which supports the BMV.

Background Information: The R. L. Polk Co., compiler and publisher of various motor vehicle data, show there were 2,941 motor scooters in Indiana as of July 1, 2006. In CY 2005, the BMV registered approximately 6.1 million vehicles, along with about 225,000 boat registrations. In addition, the BMV had about 2.1 million title transactions of all types of vehicles in CY 2005, along with approximately 31,000 watercraft title transactions.

Explanation of State Revenues: (2) Extending the current \$25.75 annual registration fee to motor scooters and motorized bicycles will generate additional annual revenue estimated at \$75,730. The basic motorcycle registration fee is \$17, with additional charges. The following table shows the distribution of the motorcycle registration fee, along with the estimated revenue based on 2,941 motor scooters.

Distribution of Annual Registration Fee	Fee	Est'd Revenue
Motor Vehicle Highway Account (MVHA)	\$8.75	\$25,733.75
Public Safety Fee	\$0.25	\$735.25
Motorcycle Operation/Education Fund	\$7.00	\$20,587.00
Crossroads 2000 Fund	\$3.00	\$8,823.00
BMV Tech Fund	\$0.50	\$1,470.50
Anti-Terrorism	\$1.25	\$3,676.25
Bureau of Motor Vehicles Commission (BMVC)	\$5.00	\$14,705.00
TOTAL	\$25.75	\$75,730.75

(3) Requiring the possession of a motorcycle operator's license, a license endorsement for the operation of a motorcycle, or certain learner's permits may increase the issuance of these licenses and permits and increase fee revenue. The funds affected are the MVHA, the State Police Building Fund, the Motorcycle Operation/Education Fund, the Crossroads 2000 Fund, the BMV Technology Fund, the Anti-Terrorism Fund, and the Bureau of Motor Vehicles Commission (supported by the state License Branch Fund).

Background Information: The Motor Vehicle Highway Account may be used for road construction, reconstruction, and maintenance for cities, towns, and counties. The MVHA also supports entirely the operation of the Bureau of Motor Vehicles, a significant part of the operation of the Department of Transportation, about 47% of the operation of the State Police, and part of the operation of the state Department of Revenue.

The Public Safety Fee supports the State Police Building Fund, which is used for construction, maintenance, and equipping of and/or leasing of State Police facilities.

The Motorcycle Operation Education Fund supports motorcycle education.

The Crossroads 2000 Fund supports highway bonding.

The BMV Tech Fund supports technology for the Bureau of Motor Vehicles.

The Anti-Terrorism fee supports the Integrated Public Safety Commission (IPSC). The IPSC operates Project Hoosier SAFE-T. Project Hoosier SAFE-T (Safety Acting For Everyone-Together) is an initiative of the IPSC. The Commission works with local, state, and federal public safety agencies to implement a statewide, interoperable, digital, 800 MHz trunked voice and mobile data communications network for public safety officials. SAFE-T will provide 95% statewide mobile coverage through a baseline design of 126 communication sites. SAFE-T seeks to replace inadequate, obsolete, and incompatible communications systems and allow interagency coordination and response to routine, emergency, and catastrophic events. Public safety agencies independently choose whether or not to participate in SAFE-T.

The BMVC is supported by the state License Branch Fund, which operates the license branches throughout the state.

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Bureau of Motor Vehicles; State Police; Department of Transportation; State Department of Revenue.

Local Agencies Affected: Recipients of Motor Vehicle Highway Account distributions.

Information Sources:

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